

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: N4HUR@aol.com
Subject: "Pogo Stick"
Message-ID: <960626182713_340567295@emout19.mail.aol.com>

When I was a lil squirt in the Civil Air Patrol Cadet Corps we used a transciever we called a "pogo stick" for field communications when we were on "missions". The thing worked on hf, somewhere around 4-6 MHz, I think. It had a 6/8 foot whip attached to a small metal box with the electronics at the base of the antenna with a stake on the bottom of the box. There was also another box (I think) and a carbon mike. There was a push to talk switch around the antenna above the box. So it did look more or less like a pogo stick. I would have hated to have been in a real shooting war with that tall whip pointing to me like an arrow! I remember that it was powered by small wet cell batteries which had various colored balls floating/not floating to tell you the state of charge. We kids had a barrel of fun playing soldier with these things. Does anyone on the list know the proper military nomenclature for these things, and are they still available?

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: BRIDGERS@gonzo.ccl.org
Subject: 6AK5 vs 6AJ5, and 12AU7 vs 12AT7 in R-390
Message-ID: <960626004739.20403c20@gonzo.ccl.org>

Good morning to all...

My book on toob substitutes does not give the 6AK5 as a valid substitute for the 6AJ5, nor the 12AU7 (or 5814) as a substitute for the 12AT7. Both the 6AK5 and the 5814 are plentiful and cheap, whereas the 6AJ5 and 12AT7 are relatively more expensive. The pin-outs for the 6AK5 are the same as the 6AJ5, and ditto for the 5814 and 12AT7. Can anyone advise me on the perils or wisdom of making these substitutions? Thanks in advance for your help.

73's, Tom Bridgers@Leaders.CCL.org

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: 6AK5 vs 6AJ5, and 12AU7 vs 12AT7 in R-390
Message-ID: <199606260617.BAA22802@jake.bga.com>

As BRIDGERS@gonzo.ccl.org said

>

> Good morning to all...

> My book on toob substitutes does not give the 6AK5 as a valid

> substitute for the 6AJ5, nor the 12AU7 (or 5814) as a substitute for the

> 12AT7. Both the 6AK5 and the 5814 are plentiful and cheap, whereas the

> 6AJ5 and 12AT7 are relatively more expensive. The pin-outs for the 6AK5 are
> the same as the 6AJ5, and ditto for the 5814 and 12AT7. Can anyone advise
> me on the perils or wisdom of making these substitutions? Thanks in advance
> for your help.

Well a 6AJ5 is made to run on 28 volts B+, which a 6AK5 won't, so that
settles that one quickly.

So far as using a 12AU7 in a 12AT7 application, you are talking about
using a tube with an amplification factor of 17 in place of one with an
amplification factor of 60. Both transconductance and plate resistance
are lower in the 12AU7. In short, you're going to lower gain of a
conventional voltage amplifier (grounded cathode) by a factor of three,
and may not like the results. Also, if the tube is biased with cathode
resistors, you'll need to increase them to keep dissipation within
bounds. In grounded grid and grounded plate (i.e., cathode follower)
applications, you could probably get away with it OK, but for the
standard grounded cathode circuit, it's probably a bad bet.

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Hank van Cleef vancleef@bga.com vancleef@tmn.com

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Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Jim Berry" <basalop@eskimo.com>
Subject: 75A4 and TR-4 forsale
Message-ID: <199606261157.EAA01688@mail.eskimo.com>

Hello folks,

I picked these two messages up off the Ham packet network. If you
are interested in any of these radios please contact them and not me.

73 Jim K7SLI

Title : Collins 75A4 4SALE

I have an operational Collins 75A4 for sale. Make an offer.

Call : [206] 581-1045 between 08:00 and 17:00 Daily.

Kirk
W7GCI@W7GCI.#WWA.WA.USA.NOA

Message # : 49651
Title : 4 SALE DRAKE TR-4 WITH POWER SUPPLY

HI, NAME IS EMIGDIO IN MARINA DEL REY, CA.
I HEVE A EXELENT CONDITION DRAKE TR-4 WITH POWER SUPPLY FOR SALE
NO MIC. OR MANUAL..
PRICE..... \$250.00
CALL (310) 671-0766
73'S DE EMIGDIO NH2N @ N6YN

Jim Berry K7SLI. QTH: Marysville, Wa (Near Seattle)
Email: basalop@eskimo.com FAX: 360-659-1360
Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Jim Berry" <basalop@eskimo.com>
Subject: 75A4/TR-4 For Sale ...
Message-ID: <199606261152.EAA01192@mail.eskimo.com>

I picked these two messages up off the Ham packet radio network. If
interested, please contact these fellas and not me though.

73 Jim K7SLI

Title : Collins 75A4 4SALE

I have an operational Collins 75A4 for sale. Make an offer.

Call : [206] 581-1045 between 08:00 and 17:00 Daily.

Kirk
W7GCI@W7GCI.#WWA.WA.USA.NOA

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Email: basalop@eskimo.com FAX: 360-659-1360
Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: dlr13@psu.edu (Douglas Ripka)
Subject: 7722 tube specs?
Message-ID: <199606262108.RAA33582@r05n01.cac.psu.edu>

--====_835845506==_
Content-Type: text/plain; charset="us-ascii"

--====_835845506==_
Content-Type: text/plain; charset="us-ascii"

Hi all,

I have some 7722/E280F (not sure about the last part) tubes that are pulls from some microwave equipment. They are 9 pin miniature tubes with gold plated pins. I'd like to know if anyone out there knows what they are, and can tell me what the pinout/specs are on this tube. Out of gratitude, I'll send the first respondent
2 or 3 of these at my expense, assuming they are worth anything to anyone.

Thanks,

Doug

--====_835845506==_--

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: d.buska@aaiate.com
Subject: Another New item about Svetlana
Message-ID: <96Jun26.084030cdt.15361@gateway.aaiate.com>

Also, here is another new item from the 3/96 issue of Glass Audio on Svetlana:
My comments added in brackets.....

(BEGIN NEW CLIP>

Svetlana Electron Devices, Inc. an American-based corporation, has entered into a joint business venture with Russian enterprises to produce electron power tubes for civilian applications. (What do they call all the HF power tubes there making and selling here now...DB) To promote defense conversion in Russia, the Defense Enterprise Fund (DEF) of the US government has invested \$3 million (wouldn't it have been nice if they did this for GE, RCA, etc. in the USA before they shut down their operations...DB) in the collaborative project. The joint venture was expected to contribute to the growth of Svetlana, which is a major shareholder of the Svetlana electron tube complex in Russia. In the past, Svetlana's military product lines were used in Russian military radar and ocean-deployed offensive and defensive equipment.

<END NEWS CLIP>

Seems like old news except for the 3 million tax dollars to bring us more 811's, 813's, 8877's etc...

73

Don N900

d.buska@aaiate.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996

From: "Sandy, W5TVW" <70401.134@CompuServe.COM>

Subject: Re: Another New item about Svetlana

Message-ID: <960626160941_70401.134_IHD151-2@CompuServe.COM>

On the U.S. subsidy to foreign interests.....TYPICAL!

Like nearly ALL the small appliance manufacturers have shut down production. Everything seems to come from Red China! A great deal of it is shoddy and I wonder what the people are doing who used to make them here? Next time you are in Wal-Mart or Service Merchandise, just look at where the stuff is made, just for kicks. More and more of it is "Made in China". That's RED Communist China folks, not Taiwan! It seems to be extending to nearly all the toys, some furnishings, clothes and especially small appliances like toasters, breadmakers, mixers, hair dryers etc., etc.

What's going on in Milwaukee and Racine, Wisconsin now. 30 years ago, it seems like all the small motors made in the country came from one of those two places!

> Boy, now I can spot a Hallicrafters, TO or other BA from a good distance
> at a antique fair! There was so much style in everything we did in the
> good old BA days. I think that is one of the reasons I like BA and related
> items so much. Almost everyone recognizes a '57 chevy. How many of us
> would recognize a '87 honda?

How many of us can tell a Kenwood from a Yeasu(sp?) from an Icom. Not me.

--

Chuck Penson
Education Division
Science Museum of Minnesota

penson@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: berg stephen erik <z931086@corn.cso.niu.edu>
Subject: Re: Another New item about Svetlana
Message-ID: <Pine.3.89.9606261824.C9564-0100000@corn.cso.niu.edu>

What is even sadder than our hard earned tax dollars going overseas, is the that the only remaining large tube manufacturer in the U.S. was forced out of the tube manufacturing business by the idiots in the Bush administration anti-trust forces. It seemed that Richardson Electronics had cornered the market on an essential technology, vacuum tubes, and was sued by the feds. Richardson fought back valiantly, but had to settle. Richardson had bought up the manufacturing capability when the others got out of the business. So, after forcing American manufacturers out of a market, we now are forced to subsidize foreign ones. They had an article in the Chicago Tribune recently covering this fiasco.

73,

Steve WA9JML

z931086@corn.cso.niu.edu

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Richard L. Duell" <rduell@iac.net>
Subject: Anyone need 24Gs or UH-50s
Message-ID: <199606260243.WAA18796@great-miami.iac.net>

I'm starting to sort my very untidy tube box and am coming up with some stuff that I have never seen in equipment. I have a pair of NIB Heintz&Kaufman Gammatron 24G tubes and a pair of UH-50s that look new and are in old cardboard sleeves. One of the sleeves has the ratings for the UH-50 (there is a JAN number too but it is smeared - I think it is C-80-P) and it appears they are good for 150W in (each). They are strange looking. They have twin pins out the top (like an 832) but have an envelope that is similar to the old balloon shaped tubes. The base is white and has four pins.

Anyone have anything that uses these? If you do, pitch me a trade (I need a Viking 122 VFO for starters).

Even if no one wants them, I'd like to know what they were used in. Also, I was talking to a fellow today who has some NIB 8000s. I don't know what he would have to have for them but could find out. Anyone need any of those?

Lastly, what's the best source for Johnson maroon (or whatever the marketing guys called it) for my Ranger cabinet? I went to Porter paint and they couldn't match it. I'm sure I could go to an automotive finish supplier, but that sometimes ends up costing almost as much as the radio is worth.

Any words of wisdom will be appreciated.

73, Rich - W5VDU

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Michael Crestohl <mc@shore.net>
Subject: Au Revoir to some friends, until we meet again!
Message-ID: <199606260954.FAA02608@northshore.shore.net>

Sad news reading the digest this morning.....

>From: rdkeys@csemail.cropsci.ncsu.edu
>Due to circumstances from the bean counters and taskmasters at higher
>eschelons, I find that I must pull the e-plug here at the grist mill.
>As of gohome time today, I must unsubscribe from the BA and GB lists.

This is indeed bad news! BOATANCHORS will never be the same without the wise counsel and sage advice of the "Old CW Pharte" himself, "Boatanchor Bob" Keys, NA4G.

>Much fine wisdom have I learned from all of you, on many and varied
>topics concerning our beloved iron trove and breadboard treasures.
>Although I have tried to contribute as I may, and not keep the bandwidth
>too broad, perhaps there have been a few tid-bits of wisdom that I have
>passed back in kind.

And we too have benefited from your excellent postings Bob and we will miss them if you leave our company.

>Until I find a home-bound internet provider, I will be plying the waters
>afar into the ether, and will gladly look forward to your fine T8 signals
>upon the gentle ethers on the BA/GB QRG of 3579R545 and 7050, as time may
>permit, at the appointed hours of 0100/0200 UTC.

There is a provider in Raleigh called CONCERT-CONNECT that I understand is pretty reasonable. Its a good (and probably cheaper) alternative to AOL or one of the "higher-priced spreads". So don't leave us too long, Olde Pharte - we need you!

and, if this is no bad enough!

>From: "James C. Garland" <garland@MPS.OHIO-STATE.EDU>
>I'm unsubscribing for a couple of months, pending a change to a new QTH.
>I've packed up my shack and workshop, filling 95 packing boxes -- many of
>them too heavy to lift by myself! My XYL thinks I'm crazy to haul all this
>stuff to my new QTH. They don't call them boatanchors for nothing!

Congratulations on your new position as President of Miami University!
Maybe you could set up a Boatanchors Institute to study the phenomenon of heavy metal technology.

Geez - we lose two in one day! That's kinda hard to take!

Back to my owm moving and packing experience.

73 to all,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: john <johnmb@mindspring.com>
Subject: BA Bob-NA4G
Message-ID: <2.2.16.19960626172105.377f31c8@pop.ral.mindspring.com>

I've been in touch with Bob since yesterday, and have a copy of

the Juno disk to give him. He has the appropriate hardware to run it, so look for him soon from juno.com. Bob's about 10 minutes away from my place (until I move again next month...arrgghhhh!)

In order to minimize clutter about the off-topic JUNO access, should you have any questions, please feel free to contact me at:

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+-----+
|John Brewer johnmb@mindspring.com      |
|WB50AU/4                               AMI #24      |
|Vintage Gear web page: http://www.zynet.com/~johnb/ |
+-----+
```

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: kenc@smartdocs.com (Ken Corwin)
Subject: BC-611 Surplus Ad
Message-ID: <199606252135.0AA11140@warp10.smartlink.net>

Hello, All-

If anyone is interested in looking at a 4-page surplus advertising brochure that was circulated in the early 1950s covering the BC-611, I can send it as an attachment to an e-mail message.

The file, BC-611.ZIP, is a 500 kilobyte zip file that, when unzipped, expands to four 1.5 megabyte tiff files. The pages were scanned at 360-dpi and, when printed at that resolution, the image will just fill an 8-1/2" x 11" sheet. They may be viewed on most viewers, a little bit at a time.

Contact me direct. Please don't use the BA list.

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: azkb7ryu@aztec.asu.edu (JOEL N. STEENIS)
Subject: Boatanchors For Sale
Message-ID: <9606262319.AA06692@aztec.asu.edu>

Hi Gang,

I am posting this for a friend so please reply to him

at jensents@primenet.com or (602)464-5870 and ask for John, KG7RS.

He has the following items for sale:

Heathkit AT-1

NO mods, all original parts, excellent cosmetic and exectrical condition, working as new, with photocopy of manual, was in the March 1996 CQ Classic Radio Calendar. \$275.00

Hallicrafters HT-32A

No mods, excellent cosmetic and electrical condition, working as new, with original manual. \$275.00

Hallicrafters HA-5 VFO

No mods, excellent cosmetic and electrical condition, working as new, with original manual. \$100.00

73, Joel KB7RYU

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996

From: dlr13@psu.edu (Douglas Ripka)

Subject: Books, Manuals, Literature for sale

Message-ID: <199606262050.QAA123370@r05n01.cac.psu.edu>

Hi all,

Well, I finally got around to looking over all the paper items that have been accumulating in the library, and have tabulated 2 lists of stuff for sale. This stuff is duplicate or of no interest. One has manuals, magazines, and misc. stuff, while the other has books, which are not all boatanchor related, but many are. Send me your e-mail address, and I will send copies of the list(s) to you.

Thanks and 73

Doug KA3TTQ (dlr13@psu.edu)

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996

From: don merz <71333.144@CompuServe.COM>

Subject: Command Sets, SX-42 FS

Message-ID: <960626133626_71333.144_DHB72-1@CompuServe.COM>

For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

COMMAND SETS

BC-455-B SCR274N command set receiver, aluminum, dyno mounts and dyno plug gone, rear connector changed, but no unoriginal front panel holes: \$15

BC-455-B SCR274N command set receiver, aluminum, no unoriginal front panel holes but has one 3/8" hole in top cover. FT-230 is modified and dyno plug pins have solder on them. Original connectors. Good. \$20

BC-455-B SCR274N command set receiver, black, 1942 date, 1 dyno mount gone, dyno connector and rear connector changed, heavy electrical modifications, no bottom cover. \$15

BC-453A "command set" receiver, 200 - 550khz, all original appearance, clean and nice. But nomenclature tag is missing and it has extensive electrical mods. Modified FT-230 and solder on dyno connector pins. \$20

BC-454B receiver, 3 - 6 Mhz, aluminum, original antenna connector is missing but hole has not been enlarged to this can be put right without showing. Top cover has SO-239 connector on side. FT-230 is modified. Made by Western Electric. Original connectors. No unoriginal front panel holes. Re-wired for 12V filaments. With homebrew AC supply that fits into dynamotor spot. Should clean up to very good or excellent condition. Untested but I think it works. \$28

ARA Command Set receiver CBY-46129, 190-550kc, with the rare Auxilliary Output Adapter CBY-62036. The output adapter was used for the ARR-1 or ZB-3 homing accessories usually used by carrier-based aircraft. Very good original condition. Without dynamotor. \$45

ARA Command set receiver CCT-46145, 520-1500kc. The FT-230 has been modified but the radio is otherwise unchanged from the original. It has some paint chips but is in good condition overall. No dynamotor. \$79

ARA command set receiver dynamotor: \$20 if sold with radios above or trade for black ARC-5 dynamotor. Not for sale separately.

Original command set tuning knobs (6743). Aluminum with screw-on collar and crank handle. \$11 each postage-paid. 2 to sell.

Aircraft Radio Corporation R-11A receiver dynamotor, gray wrinkle, made by Redmond Company with Stromberg Carlson part number. Good condition. Unmodified. Trade for black ARC-5 dynamotor. Not for sale.

Aircraft Radio Corporation Glass Vacuum capacitors. 50mmf at 10 RF amperes. These go in the RE-2/ARC-5 and BC-442 antenna relay bases for loading the antenna at VLF frequencies. These appear to be brand new. 2 left (out of 6) to sell at \$11 each.

Coil set for "command set" receiver--this is the 3-section set that
plugs in under the chassis. Covers 3 - 6mhz: \$1

OTHER STUFF

Radiotron Designer's Handbook, 4th Edition. The big book. 1000+ pages.
Very good or excellent original condition. \$77 PPD
Hallicrafters SX-42 for trade. This is a nice radio. It has some few
blemishes on the cabinet but the front panel is excellent in every detail.
Working reasonably well but not perfect. It drifts too much to be much fun
on sideband. But AM, FM and CW work well enough for casual use. I have not
checked caps or voltages but I'd expect that it would benefit greatly from
some attention under the chassis. Great sounding radio! One or two caps
replaced but otherwise all original. No modifications of any kind that
I'm aware of. \$219
CV-591 manual copy for military SSB Adapter (made by TMC). \$11 PPD

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>
Subject: Cost of E-mail services
Message-ID: <960626132437_102452.362_DHT71-1@CompuServe.COM>

Hello Gang,

In reference to Jim Berry's post concerning NA4G's cost of internet services:

If all else fails there is such a thing as a "Free" internet provider but only
for sending and receiving mail. That is all we do on Boatanchors anyway. The
name of the outfit is Juno. I use it myself and as it says it is absolutely
free. The "desktop" and features I like it better than a lot of others I have
seen.

Regards,

Andy Howard, WA4KCY
Carrollton, GA
AMI #9

signup@juno.com

This will get the ball rolling.

I have no financial interest in Juno. Actually I don't have much financial
interest in anything now that I think about it.

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: For Trade: BC-1306
Message-ID: <Pine.OSF.3.91.960625214837.168B-1000000@alpha.tenet.edu>

I have a BC-1306 that I would like to trade for a GRC-9 or, perhaps, some interesting piece of WW-II gear. It appears to be in very good shape. There is a small dent in the outer cover (the part you remove to operate the radio) and the grills are missing over the transmitter and receiver. (These are the frames that let you drive your jeep over the radio and not break the knobs - they also make it hard to operate) Otherwise it looks good. I have no power supply so can't test it. It is MFP and none appears to have been disturbed. All tubes are present. I tested them at one time and they all checked okay. Paint is all excellent.

Lenox Carruth, WA50VG

klccarru@tenet.edu

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Tom Lemar <lema@ols.net>
Subject: FS In Winston-Salem Area
Message-ID: <31D087FB.27A9@ols.net>

Well it's time for making more room, spring cleaning and generally making the XYL happy. So I need to thin out some of my collectables. I would welcome anyone in the Winston-Salem, North Carolina area to come by and see them and try them out, or I will ship the lighter items.

DX 60B and HG-10 VFO	Xtra clean - Real nice	\$125.00
Swan 175 with Heath Power supply	-	\$75.00
Hallicrafters S-53	Nice	\$65.00
Harvey Wells TBS-50C	Untested Good	\$50.00
Knight VFO	Good	\$35.00
(3) Magnum 6 Rf speech processors	for Collins	\$40.00 each
Hallicrafters SX-28 with matching speaker	nice	\$275.00
Hallicrafters S-19 Sky Buddy	nice	\$125.00
Meisner Signal Shifter Deluxe	Very Very Nice	\$125.00
Johnson Viking 1 with Johnson VFO		\$225.00
R390A with both manuals	Xtra Xtra Xtra Nice	\$450.00
R390 Collins	Clean very nice	\$350.00
Wrl Globe Antenna Matcher Sr. AT-4	Nice	\$75.00

Johnson Ranger 1 with push-to-talk mod	\$175.00
National NC-183 with matching speaker REAL NICE	\$275.00
Drake TR-4 & RV-4 with supply Very Very Nice	\$250.00
Central Electronics 20A with PS-1 & QT-1 Nice	\$100.00
Globe Scout 680 Very Clean and Nice	\$125.00
Globe Scout 65A Good	\$65.00
TEK-541 with 204 mobile cart and xtra modules and all probes Nice	\$100.00
Hallicrafters S-82 Very Nice	\$65.00
National SW-54	\$45.00

I do not want to ship the heavier items. The prices above do not include shipping. If anyone is interested in any of these, please E-mail me direct at lema@ols.net or call me at 910-983-9340 up until 22:00 Eastern Time and I can give you exact details of appearance and etc.

Thanks
Tom K4JYH

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: rsolomon@cctds.textron.com
Subject: FS: Manuals (Update)
Message-ID: <9605268358.AA835822429@cctds.textron.com>

Here's what's left, the response has been great!!

Found another pile of manuals, so here's the list. All prices include shipping to lower 48:

- 1) Gone
- 2) Gone
- 3) Gone
- 4) KAAR TR426 (VHF) Mobile Radio Manual \$ 6
- 5) Polarad TSA-W Spectrum Analyzer Manual \$ 8
Cover ratty, some loose pages
- 6) FAIRCO MK III Frequency Standard (Xerox copy, have 2) \$ 6
- 7) AN/URM-81 (FR-6/U) Frequency meter (Xerox copy) \$ 8
- 8) Hammarlund HQ-170 Manual (Xerox copy, have 1 left) \$ 7
- 9) Gone

- | | |
|---|------|
| 10)Lavoie LA-239C Scope (Xerox copy, lousy photo's) | \$ 6 |
| 11)Tektronix DC502 550MHz Freq Counter (Xerox copy) | \$ 7 |
| 12)Gone | |
| 13)Millen Catalog w/Price list, circa 1978 (Spoken for) | \$ 5 |
| 14)AN/USM-50 Oscilloscope manual | \$15 |
| 15)Gone | |
| 16)Gone | |
| 17)Gone | |
| 18)CV-591A SSB Converter (Xerox copy) | \$13 |
| 19)Gertsch FM-3 Frequency Meter (Xerox copy, have 1) | \$ 8 |
| 20)AN/ASQ-25 Schematics only (copy) | \$ 6 |

Xerox copies are about 20 years old, satisfaction guaranteed
or money back. Same goes for original manuals.

Tnx es 73 de Dick, W1KSZ
rsolomon@cctds.texttron.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Lahlum-FLR111 Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: FW: Military tube tester question
Message-ID: <9606260031.AA21401@kay.wes.mot.com>

Tom,

I would guess it's for a type 80 rectifier tube. Many tube testers used these; perhaps somebody decided to do an update (hey, it could've been silicon!). Are the pins to the open socket wired to the 5Y3 socket?

Ross

BA people,

I came across an I-177-B military tube tester which looks pretty nice

inside. However, there is a 4-pin tube socket with no tube in it, right next to the 5Y3. Does anyone know what goes in the 4-pin socket (it's not accessible from outside the case, so I'm assuming it's for a tube of some sort, but could well be mistaken). Will also be looking for a copy of the manual, usual reimbursements apply.

Many thanks,

Tom Boyd
lizboy@io.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Re: Heath Mohawk problem
Message-ID: <m0uYhD9-001NcHC@spider.lloyd.com>

At 04:06 PM 6/25/96 -0500, Dale Braun wrote:
>My Heathkit Mohawk receiver seems to have a
>lot of distortion on CW/SSB. It uses a product
>detector and only sounds good when I reduce
>the RF and/or IF gain below the AVC threshold.

I worked at a similar sounding problem on a Mohawk. My memory of the situation was that the AGC circuit wasn't generating enough negative voltage on strong signals. I checked and changed various components in the AGC line but never was happy with the performance. It looked to me like the AGC line was loading the pump circuit too heavily.

What I ended up doing was adding an emitter follower stage (yes, yes, I'll admit it...I put a piece of sand in a tube radio) between the AGC generation circuit and the tube stages that received the voltage. This was to isolate the two pieces of circuitry. To the collector of this piece of sand, I connected a small negative voltage source derived from rectifying the filament voltage.

In my Mohawk, this made a big improvement in the AGC action. The only problem I've run into is on extremely strong signals, like stations in the same hamlet, there still isn't enough AGC. When my supply of round Tuits arrive, I'm going to change the negative voltage source to a voltage doubler to give the emitter follower some additional headroom.

>Now, is my problem in the AVC or in the
>product detector?

You might also look at the BFO injection voltage...perhaps it is a bit on the low side.

I get less audio distortion
>when I turn the AVC off than when it is on.

I'd be curious to know what the AGC line does here. When AGC is off, the line is grounded I believe. When on, it tends to float or be driven lightly negative. Now my question is this: In your particular radio, when AGC is on, does the AGC line ever drift positive (relative to ground?)

>Otherwise, its a pretty good receiver. Real
>sensitive and very selective.
>

Definitely a neat receiver. It was clear that Heath was aiming squarely at the SX-101A and NC-303 class receivers with this offering. IMHO, they provided a lot of bang for the buck in trying to do so.

73 and good luck,

Jim - km6nk

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: davek@datacube.com (Dave Kirkpatrick X_TBD)
Subject: INFO on REFINISHING and CLEANING
Message-ID: <9606261503.AA23736@datacube.com>

Anchorites,

Has anyone out there saved off letters about cleaning and refinishing? My saved dirs are on the old jobs disks which I forgot to take off. If you have tucked away postings on cleaning and refinishing please forward them to davek@datacube.com. At one point I was going to get an archive listing then try to get jackattack squirrel it away or have it myself and be able to mail it to others for reference. Unfortunately the job change screwed up the works.

I just refinished an NC125 which had quite a bit of rust on it. Scrapped off all the rust and paint - it had been refinished once before. Sanded through the rust, old finishes down to metal. Put on two coats of primer and two coats of Lacquer with a clear on top. All spray bomb applications. It came out well but I think it would have been better if I used a gun. It does look ok and certainly better than the condition I got it in ie very rusted. The rig plays great and the selectivity is very good. Comparing it to the 75A4,

NC303 and HQ180 I think its a better rig for general listening conditions. The output is a single 6V6 and suprising it can put out a better signal than the NC303 (I have two 303's and the 125 sounds as good if not better than both of them). Beating the 75A4 was not that hard as it passes so much underlying noise. I have put in 3 390A filters 4,8 and 16 kc in the A4 and thought is was quite good until I got a 183 and 125. I guess that type of sound is not a strong point for the A4. Anyway I'd like to get more info on restoration and clean up somemore rigs in junkyard shape.

Thanks David N1RBM
davek@datacube.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Re: INFO on REFINISHING and CLEANING
Message-ID: <Pine.GS0.3.93.960626112142.16072A-100000@iglou>

> rig plays great and the selectivity is very good. Comparing it to the 75A4,
> NC303 and HQ180 I think its a better rig for general listening conditions.
> The output is a single 6V6 and suprising it can put out a better signal than
> the NC303 (I have two 303's and the 125 sounds as good if not better than both
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> noise. I have put in 3 390A filters 4,8 and 16 kc in the A4 and thought
> is was quite good until I got a 183 and 125. I guess that type of sound is
> not a strong point for the A4. Anyway I'd like to get more info on
> restoration and clean up somemore rigs in junkyard shape.

We would like to hear more about how that NC-125 beats a 75A4. Could you provide some more details?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: KWS-1 ALC info needed
Message-ID: <199606261547.KAA07955@ns.cyberhouse.com>

I've almost got my KWS-1 operating up to par but have one nagging problem with the ALC. First let me say that my manual is a 5th edition November 1956 version that does not go with my serial no. 9xx unit. Does anyone know where I might obtain a manual more suited for my unit? My unit does have the vernier tuning and 4X250B finals but with the 6X4 ALC rectifier.

1. What is the purpose of the front panel "ALC Adjust" control?

This is not described in my version of the manual as this control was replaced with a "test key" switch in the versions covered by my manual. This front panel control is in addition to the "ALC Zero" adjustment inside the cabinet.

2. Can anyone supply me with that portion of the KWS-1 schematic that shows the 6X4 ALC rectifier?
3. Can anyone suggest any reasons for the erratic readings on the multimeter in the ALC position? I can zero the meter reading using the ALC Zero control but it drifts and wanders all over the place later.

thanks,
Phil

Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Lettine, anyone?
Message-ID: <01I6DDDOYFX4001TWF@ACS.EKU.EDU>

I salvaged a Lettine 240 xmtr (see QST ads 1950-1960) from a basement a few days ago. It was sitting under a cold water pipe on which water was condensing and steadily dripping onto the xmtr.

Took it outside, poured out about a half-inch accumulation from the inside, opened the lid and let it sit in the sun to dry. Once I got it home I took it out of the cabinet, cleaned it up and set it in the sun for the day, upside down. Acid test - I then just plugged it in and waited for something to blow...and it did not!. Put it on the air, putting out about 35 watts on 40, and made a couple of QSO's with it over a two-day period. Yesterday while copying the other side of the QSO, I got a loud "BANG" from inside the thing - sounded like a fire-cracker.

I quickly shut it off, pulled the plug and set it aside for a few minutes. Surprise! No smoke! I opened it up, fully expecting to find pieces from a blown filter capacitor and found - nothing but radio! No indication of what had blown up, no smell of burning... Plugged it in, turned it on, and so far voltages check OK. What gives?

One possibility just came to mind - the radio had been brother Stu's, and I was just there from the funeral. Maybe he was trying to send a message back..?? Now THERE would be a QSO!

Anyway, the Lettine is apparently alive and well (need to fix the phone section) and I have plug-in coils for 80, 40, 20, and plate coils for 15 and 10. I could really use the oscillator coils for 15 and 10 (coils MCL 15 and MCL 10), plus coils for 160 (JEL 160 and MCL 160) if anyone out there has any to spare. Could also use paperwork - anything resembling a manual for it - or at least a schematic. Anyone..??

73, Al N5AIT
modsteph@acs.eku.edu

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Michael Sullivan <michaels@kc2kj.k2nesoft.com>
Subject: London BA haunts
Message-ID: <31D0DEF8.7EACB122@kc2kj.k2nesoft.com>

I will be in London this weekend (Saturday and Sunday). Are there any BA haunts any listmembers are aware of that might be visited? I need to fit them in between visits to the St. Albans Abbey Choir, which is worth the trip alone!

Thanks,

Mike

kc2kj

--

Michael E. Sullivan
<http://kc2kj.k2nesoft.com:8080/Merchantville>
Merchantville, NJ - 5 miles from Philadelphia, Pa!

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: christopher.demeroukas@accessil.com
Subject: Manual
Message-ID: <9606252225.0VI4X02@accessil.com>

Hello BAers:

I'm looking for a manual for a Measurements Model 65-B signal generator that followed me home recently. Are there any originals or copies lurking out there? Thanks.

Chris

20:08 CDT 6/25/96

christopher.demeroukas@accessil.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Sandy, W5TVW" <70401.134@CompuServe.COM>
Subject: Re: May you all have fair winds and following seas.....
Message-ID: <960625212856_70401.134_IHD95-1@CompuServe.COM>

Steve,

The next thing we have to discuss: should we use "K-Y" jelly or should we apply a thick coat of "contact cement" to the Wouff-hong before it is used to do its dastardly deed?

73,

Sandy, W5TVW

PS: Maybe he's just threatening us to make us show up on the "BA" frequencies more often!?

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "E.Swain/T.Boyd" <lizboy@io.com>
Subject: Military tube tester question
Message-ID: <Pine.BSI.3.91.960625181014.18385A-100000@pentagon.io.com>

BA people,

I came across an I-177-B military tube tester which looks pretty nice inside. However, there is a 4-pin tube socket with no tube in it, right next to the 5Y3. Does anyone know what goes in the 4-pin socket (it's not accessible from outside the case, so I'm assuming it's for a tube of some sort, but could well be mistaken). Will also be looking for a copy of the manual, usual reimbursements apply.

Many thanks,

Tom Boyd

lizboy@io.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Re: Military tube tester question
Message-ID: <v01530500adf61e11013e@[153.37.85.68]>

Tom,

I expect that it uses an 83 (mercury vapor) rectifier. They are available from ANtique for under \$10. I expect that a 5Z3 (hiugh vacuum type) will also work, but might show slightly different readings. Alternatively, use two diodes and a 15V 5W zener to simulate teh properties of the 83.

This is assuming that this tube tester is basically a Hickok design.

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: "Jim Berry" <basalop@eskimo.com>
Subject: NA4G
Message-ID: <199606261212.FAA03355@mail.eskimo.com>

Hello folks,

I am also in a bit of a shock after reading Bob's note. There has to be a way to get him back. It cannot be that expensive to get ones own Internet account. The one I have cost me something like \$120 or \$150 for a year. It does everything. I can look at Web pages for hours on end and send mail and all that stuff. There is no time limits or restrictions. Sure, in areas where there might not be the competiion, the prices might be higher. Right now, in this area, the prices seems to be in the 15 to 20 dollar area on a monthly bases.

Think positive, he will be back ...

73 Jim

Jim Berry K7SLI. QTH: Marysville, Wa (Near Seattle)
Email: basalop@eskimo.com FAX: 360-659-1360

Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996

From: Richard Biddle <rbiddle@madvax.mo.ti.com>

Subject: NTIS R-390A TM manuals

Message-ID: <31D17CD0.238F@madvax.mo.ti.com>

FYI, after reading Steve Byan's posting, I decided to give NTIS a call and order a TM 11-5820-358-35 manual for the R-390A. I figured \$27 plus \$3 shipping was a good deal. Evidently NTIS thought it was too good a deal and they charged me \$44 plus \$4 shipping (USPS). I went ahead and ordered one since I plan to hang on to this thing for quite a while. I was also told that the military documents section can be contacted direct at 703-487-4684 which appears to drop through faster than the 800 number.

Or maybe they just like Steve more than me (HI).

--

73 de Richard, KB5WLH
rbiddle@madvax.mo.ti.com

<< The Internet - CB Radio >>
<< For The Nineties >>

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996

From: steve@hi.com (Steve Byan)

Subject: Re: NTIS R-390A TM manuals

Message-ID: <v02130502adf73c04f1fc@[140.243.30.128]>

>plus \$3 shipping was a good deal. Evidently NTIS thought it was too
>good a deal and they charged me \$44 plus \$4 shipping (USPS). I went

I bought my manuals in mid 1994. Looks like speculating in original R390A manuals would give an even better return than speculating in the R390A itself.

There's a fellow in New Jersey that advertises original R390A TM's in either Antique Radio Classified or Electric Radio (maybe both) for something in the neighborhood of \$28 plus shipping.

Regards,
-Steve

Steve Byan
Hitachi Computer Products (America), Inc.

internet: steve@hi.com

1601 Trapelo Road
Waltham, MA 02154

phone: (617) 890-0444
FAX: (617) 890-4998

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: Pete McCollum 26-Jun-1996 1401 -0600 <mccollum@ssdevo.UNET.dec.com>
Subject: paint for Johnson Viking/Ranger
Message-ID: <9606262002.AA28897@us3rmc.pa.dec.com>

A friend is looking for suggestions on where to get correct paint
for his Johnson - he says it's a maroon color.

Thanks,
Pete

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>
Subject: Re: paint for Johnson Viking/Ranger
Message-ID: <960626211916_102452.362_DHT76-1@CompuServe.COM>

>
> A friend is looking for suggestions on where to get correct paint
> for his Johnson - he says it's a maroon color.
>
> Thanks,
> Pete
>

1985 Toyota Dark Maroon with a bit of black added to darken. Or have the
automotive paint store mix a quart and match one of the knobs off the Johnson
equipment. Use acrylic lacquer and a good spray gun. Thin to about the
consistency of water. Have cabinet sandblasted before painting.

Hope this helps. I use it all the time and have some good looking Johnson
cabinets.

Andy Howard, WA4KCY
Carrollton, GA
Home Page: <http://ourworld.compuserve.com/homepages/sweetbay>

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: dj@bllac.JPL.NASA.GOV (Dayton Jones)
Subject: R-390A panels

Message-ID: <199606262352.QAA29825@bllac.jpl.nasa.gov>

Recently Matt WB2VZS asked the list about how to repair a scratch on the front panel of an R-390A. My question is just the opposite: I would like advice on the best method of scratching or otherwise removing paint covering the engraved lettering on the front panel. A previous owner repainted the panel with a very nice grey wrinkle finish, but it is *all* grey wrinkle. I can see where the engraved letters are, but all attempts so far to remove the paint over the letters have been less than entirely successful. I have found that the lettering still has white paint in the indentations (under the gray wrinkle paint), so if I could remove just the wrinkle paint in a very local, controlled manner the result would probably look quite good. Any ideas out there?

Dayton Jones
(dj@bllac.jpl.nasa.gov)

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: Roy Morgan <morgan@speckle.ncsl.nist.gov>
Subject: Re: R-390A TM manuals from Global Engineering Documents
Message-ID: <9606252204.AA12722@speckle.ncsl.nist.gov>

>
>>R-390A TM 11-5820-358-35 manual. They will be very happy to
>>fix you up with one of their copies for \$93.50
..
>The R390A TM's are available from NTIS (1-800-553-6847) at a much more
>reasonable cost.
..
>
>>From a long-ago post by Roy Morgan <morgan@speckle.ncsl.nist.gov>:
>-----
>Manuals for R-390A:

NTIS will also get you a copy of the R-389 manual,

BUT IN MICROFICHE FORM ONLY!

I just got mine. Anyone got a PAPER one for sale?

-- Roy Morgan/Building 820, Room 562/Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 morgan@speckle.ncsl.nist.gov --

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: n5off@w5ddl.aara.org
Subject: R-725 Diode Load Audio
Message-ID: <403582@w5ddl.aara.org>

As suggested in HSN, I ended up running my R-725/Sony Jam Box amp via the diode load tap and a .22uF. It worked great. It even eliminated a low hum that I suppose was in the audio deck of the 725.

The level is about right, such that I run the Jam Box at 25% for normal listening.

The Sony has an equalizer as a bonus. Now all I have to do is hide the Sony somewhere so this rig up will look proper. :-)

73 de tom oops, "an" above, not "and".

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996
From: dgibbs@rational.com
Subject: R390A Question - Use of 6C4W tubes
Message-ID: <Chameleon.960625162550.dgibbs@>

Greetings everyone,

I was reading one of my R390A manuals today (Manual TM 11-856A, the Army manual dated January 1956. On page 36, paragraph 48, it specifically says,

"Do not substitute a type 6C4W tube for a 6C4 tube. The differences in characteristics are such that the type 6C4W will not operate properly in the receiver."

I always thought the 'W' suffix merely indicates a more ruggedized construction, and not any electrical difference. Since I am in need of 6C4s for spares, I am wondering why this warning exists. What is the difference between the 6C4 and the 6C4W that would lead them to have this warning? Would this also apply to the 6C4WA? Should I indeed buy only 6C4s, or can I use 6C4W/6C4WAs safely?

Dennis Gibbs
dgibbs@rational.com

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: Matt Jodziewicz <mattj@oraus.com>
Subject: Repairing Panel Scratches
Message-ID: <01BB6346.524A9260@mattj.oraus.com>

Well it was nearly 1AM on a workday night, but that is no excuse, I =
slipped with the needlenose and put a nice shiny scratch (a gouge =
really) in the front panel of my 390A. Does anybody have any =
suggestions as how to fill in or repair and repaint the scratch before I =
get back on my chair and tighten the noose once again?

All suggestions gratefully heard as the chair is getting kinda wobbly.
Matt WB2VZS

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Re: Repairing scratches
Message-ID: <memo.566304@cix.compulink.co.uk>

>Does anybody have any suggestions as how to fill in or repair and
repaint the scratch before I get back on my chair and tighten the noose
once again?

My advice is take it easy... don't rush it. I'm taking the liberty of
posting an extract from a book on radio restoration I'm hoping to have
published later this year.

73,
Andy G8PTH.

There may be a few scratches that need repainting, even though the rest
doesn't. If the original finish was spray painted and the scratches are
only superficial, you can try amalgamating the surface. By this I mean
flowing on cellulose thinners (it's difficult to describe flowing but be
generous with the thinners) and rub over with a hard cloth (not a soft
one or bits of lint will be left behind and they will stick to the
paint). Try a small area first but if you're lucky, this will leave a
smooth (but soft surface) with the scratches far less visible. Leave to
harden off for at least two days, then apply the liquid silicone polish
as described above (Armor-All or similar).

If the scratches are too deep, your secret weapon is a small touch-up tin
of grey cellulose thinners, the sort sold in car accessory stores. Buy
the tin that looks like a cigar case and has a small brush inside the

can. A deft touch with this quick-drying paint will cover up the scratches and after it has dried thoroughly (try to leave it a day), you can use small artist's paint brush to touch in the spot with the correct colour of paint. Most shades dry darker than how they look when wet, by the way.

Secrets revealed

There are occasions when spraying is impossible, yet brushing gives too heavy a finish. This could be the case on an item with an original wrinkle finish which will be hidden by a brushed-on coat. Here is another secret!

Using cellulose paints, make up in a jam jar a very weak solution of, say, ten parts cellulose thinners and one part paint. This will look very weak and watery but when you flow it onto the surface to be painted, it will cover it easily and dry off within five minutes or so. No brush marks will be visible, no surface detail will be obscured and you will find that you can then flow on a second coat. By the time this has dried, the coverage will be remarkably opaque and you may not need another coat. Building up multiple coats of very thin paint in this way is an old craftsman's trick and it is very effective. Of course, you can paint only one surface at a time and it must be held level to avoid sags and runs. It is fiddly but gives a really good job in situations where other methods are impossible. When you are finally satisfied with the paint job it will probably look too fresh, too glistening. No problem. Rub down lightly with T-Cut or Flash lemon cream to remove the top gloss. The surface will now look slightly matt and unprotected, so seal it with Armor-All, as described in the section on Thorough Cleaning above. On occasions you may find the finish too flat, for instance if the only good matching paint is, say, a matt modeller's paint. You can correct this by spraying with a satin finish varnish or by polishing with Armour-All to apply a glossy layer over the original matt finish.

Now, a good cheat's trick! What do you do if, just as you are applying a nice fresh coat of paint, the brush begins to drag and you realise the new paint is lifting the old surface? This, by the way, usually happens when you are putting cellulose, Hammerite or some other solvent-based paint on top of oil paints or acrylics. It can also happen if you didn't leave the last coat to harden off properly.

Well, you have two choices. One is to find a rag and plenty of solvent, and wipe off all the congealing mess. Then you must strip everything down to the bare surface again. What a bore! Or you can take the cheat's way out.

Carry on painting, so as to cover all the old finish. It will look pretty dreadful of course. Now the master stroke. Let it dry a few minutes, clean your brush in thinners and.... pour a small amount of thinners onto the

freshly painted surface and watch it dissolve the top layer of paint. It will smooth out any lumps but it will still look pretty awful. Now the pièce de résistance! Pat the by now rather runny surface gently with the flat side of your paint brush and you can create a loose stippled effect which will smooth itself out and end up looking rather like hammer-finish paint. It won't look perfect but it will look acceptable.

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: "Barry L. Ornitz" <u856010@eastman.com>
Subject: RE: Small Appliance Production (Small Motors)
Message-ID: <Pine.ULT.3.91.960626142315.3646A-100000@dua150.kpt.emn.com>

On Wed, 26 Jun 1996, Sandy (W5TVM) wrote:

> Like nearly ALL the small appliance manufacturers have shut down production.
>
> What's going on in Milwaukee and Racine, Wisconsin now. 30 years
> ago, it seems like all the small motors made in the country came from
> one of those two places!

Several things seem to be taking place at the same time. Small motors made to meet high quality standards are expensive from US manufacturers. Singer Electric (the sewing machine folks) had a plant in Pickens, SC, that at one time made their own motors and most of the motors for Sears' Craftsman line. Sears came to them with a new price requirement that they could not meet without big sacrifices in quality. Refusing to sell a poor quality product (even without their name on it), they lost this business. [I have never bought Sears power tools since.] If you want quality power tools today, you look for Bosch, Ryobi, or Makita. (Ryobi seems to have taken over the replacement motor market for industrial sewing machines.)

To bring this back into Boatanchor perspective, however, we have lost most of our capabilities in this area in the same way that we have lost the consumer electronics market to the Far East - quite willingly. The US has concentrated on high-tech markets and has abandoned so much of the low-tech that it would be almost impossible to bring back today. Try to find engineering schools in the US where motor design is even taught today! [When I went to school, the EE's with high grades got to take the "electronics" option while the bottom of the class was stuck with the "power" option. Those old-fashioned power engineers are in big demand today.] Probably the best small motor designers of today are Asians; when you buy a floppy drive for your computer for \$29, look at the tiny stepper motors inside and ask yourself how they make a profit.

At this point, Jack is probably wanting me to get back on BA topics, so

let be bring up a final point for our group to ponder. The first printed circuit boards used in what are today's boatanchors were paper-phenolic boards. Glass-epoxy came along much later (late 1950's) in military gear. Yet 46% of the world's market for printed circuit boards (area basis) is still paper-phenolic, and there are NO domestic manufacturers of this material.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: TBW-5
Message-ID: <199606261810.0AA18446@borg.mindspring.com>

I had a TBW-5 that was a WWII unit the Marines were to carry on shore as the transmitting part of a station. The TBW was a 400 cycle (hz) 400W CW , 50W AM transmitter that covered 2 to 20Mhz. Final was an 803. It was in three sections mounted on a stand with a built in desk and mic. The unit I got (that series) had been stripped of the key. The TBW system came with a dandy little 400Hz generator and a Double Doublet antenna system which was two antennas on a roller/holder (antenna was longer than our 3289 Army MARS antenna but we never put it up as it stayed on Army MARS and later 80CW). The masts for the antenna(which I still have) are 2 sets of aluminum poles with guys (now rotted out). The poles consist of 10 sections and a base. The marines were to put a man on each guy, two men to lift the connected sections, and one man to add on the next bottom section. We got 8 or 9 sections up on Field day with just three people! Sure got wobbly!!!!

The VFO was very stable and it worked great on CW. Only used very poor Class A clamp AM (837) so about 50W AM with 300 carrier. Also only had a carbon mic input.

I may still have some documentation either in my basement or at my St. Simons Island house. I will let BA know if I find any.

I wish I could remember what we did with the unit, but I know we ran the daylight out of system and finally finished off the generator.

Dave K4JRB

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Re: TBW-5
Message-ID: <9606262000.AA102208@csemail.cropsci.ncsu.edu>

> I had a TBW-5 that was a WWII unit the Marines were to carry on shore as the
> transmitting part of a station. The TBW was a 400 cycle (hz) 400W CW , 50W

If it was 400hz, I would like to know. Both of ours were 800hz.
Interesting....

> AM transmitter that covered 2 to 20Mhz. Final was an 803. It was in three
> sections mounted on a stand with a built in desk and mic. The unit I got
> (that series) had been stripped of the key. The TBW system came with a
> dandy little 400Hz generator and a Double Doublet antenna system which was

The 400hz generator may have been for accessory lighting. The generators I got from the Navy (Army mars --- don't even ask why(:+}}...), were huge things on cast iron bases that weighed in at some 300 lbs each, real herniamakers. The rig takes about 2.5kw just to run. I can't imagine a ``little'' 400hz generator handling the load. The aircraft version needed about a kw minimally from the ships line. The antenna systems we had were end fed 150 foot wires with 150 foot counterpoise. A 45 foot downlead wire came off the double flattop (2 wires separated 7 feet). The masts were the same 45 foot pushups you mention below. We use the masts and antenna reels on FD, now and again, still.

> two antennas on a roller/holder (antenna was longer than our 3289 Army MARS
> antenna but we never put it up as it stayed on Army MARS and later 80CW).
> The masts for the antenna(which I still have) are 2 sets of aluminum poles
> with guys (now rotted out). The poles consist of 10 sections and a base.
> The marines were to put a man on each guy, two men to lift the connected
> sections, and one man to add on the next bottom section. We got 8 or 9
> sections up on Field day with just three people! Sure got wobbly!!!!

The reels I have were 1 wire of 150 foot each on a reel, plus the 45 foot downlead on a separate reel. The wires are tagged every 25 feet.

One man can get them up to 45 feet if you use the ropes properly. Usually it takes 5 grunts to heave and a chief to holler out the instructions.

> The VFO was very stable and it worked great on CW. Only used very poor
> Class A clamp AM (837) so about 50W AM with 300 carrier. Also only had a
> carbon mic input.

The thing is rated at 125 watts output CW and 50 watts or so AM. The plate voltage was about 2000 volts on one 803 at about 150 ma plate current if I remember correctly. That is 300 watts input max, practically about 250 watts input and 125 watts out by conservative navy ratings.

Mine were fairly good, but not great above 40 meters. The antenna relays made more noise than a threshing machine, but are fantastic antenna relays. Stability was good on the lower bands but on 20 it was marginal.

> I may still have some documentation either in my basement or at my St.
> Simons Island house. I will let BA know if I find any.

Do, and clarify any of the fine details in differences. Maybe your model
is/was later and used different internals so 400hz could be utilized.
That might be neat to find out.....

> I wish I could remember what we did with the unit, but I know we ran the
> daylights out of system and finally finished off the generator.

Mine went back to Mars, and heavens knows where the stuff is now.....

> Dave K4JRB

73/ZUT DE NA4G/Bob Still lurking until a permanent email base.....

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: TBW-5
Message-ID: <199606262340.TAA07756@borg.mindspring.com>

At 02:34 PM 6/26/96 -0500, you wrote:

>> I had a TBW-5 that was a WWII unit the Marines were to carry on shore as the
>> transmitting part of a station. The TBW was a 400 cycle (hz) 400W CW , 50W
>
>If it was 400hz, I would like to know. Both of ours were 800hz.
>Interesting....

This was a 400 cycle unit. I found a replacement set of brushes for the
long extinct generator several years ago and it said for Generator TBW-S5M/a
bunch of numbers and at the bottom the package said something about 400Hz
use only! TBW-S5M was the actual system # from the Navy. The generator
was about 120 lbs on small skids, navy green, and provided power only for
the transmitter system. I also had a 5KW 1, 2, and 3 phase generator on a
trailer with nice wheels so I call this small. That went to Civil Defense
about 1970.

We ran 2000V at nearly 200 ma on the unit and it never even gave a wimper
just ran on and on.

I think we put it on a MARS frequency near 40 meters but never tried it on
anything higher. We used a BC-348Q as the receiver then found we could use
the HQ110/HC-10 by using the BC221 as offset. We found this much better
for 3289Khz and 4025Khz than the old 348Q. 4025khz was also the AM
frequency and when I got the Eldico we ran LSB but still ran CW on the TBW.

The TBW came thru Army MARS and I have not seen a TBW since 1969!

The system was NIB (for 17 years) from 1944 to 1961 and we were impressed that it worked...I remember that it was manufactured by Lionel! The VFO was from RCA Communications Div.

The generator was made by Stratton.

We got a BC610 but after reading Mitchell's articles decided the risk of TVI was just to great. Mitchell even used the 610 as a SSB amp! "We" meant my dad (K5LYC then) and me.

73, Dave K4JRB

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996

From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>

Subject: TBW/GO-9

Message-ID: <MAILQUEUE-101.960626120734.928@vilas.uwex.edu>

> The GO is the same as the TBW and the same as the TDE, in the essential
> parts and circuitry. The GO was the all-in-one aircraft version.
> The TBW was the split into separates cases portable version. The TDE
> was the ship/shore version.

That doesn't sound right to me. I had the power supply and HF RF deck for a TBW and the LF RF deck for the GO-9. The hardware to mate the sections was slightly different, but both the TBW and the GO-9 were built in sections.

My understanding was that the GO-9 was an 800Hz power supply version for use in blimps (or "lighter than air vehicles"). I'm less sure about the TBW. I think it was a 400Hz supply version for regular aircraft.

I traded all of it to K9TA last summer. I believe he still has it.

73 Terry O' WB9GVB

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996

From: rdkeys@csemail.cropsci.ncsu.edu

Subject: Re: TBW/GO-9

Message-ID: <9606261939.AA102121@csemail.cropsci.ncsu.edu>

>

> > The GO is the same as the TBW and the same as the TDE, in the essential

> > parts and circuitry. The GO was the all-in-one aircraft version.
> > The TBW was the split into separates cases portable version. The TDE
> > was the ship/shore version.
>
> That doesn't sound right to me. I had the power supply and HF RF
> deck for a TBW and the LF RF deck for the GO-9. The hardware to mate
> the sections was slightly different, but both the TBW and the GO-9
> were built in sections.

The only GO I have seen is in pictures, and it looked like all-in-one, like the TDE. I could be off here, but, even my OM, who put them on PBV-5's during the war at Consolidated strikes me as saying they were all in one. The TBW's that I have run (2) all used 800 cycle power, just like the GO. It had a 7.5 horse engine driven generator set to provide 115vac/800hz. It also had a motor driven generator set with a 7 horse 115/220vac 60hz AC motor to drive the generator. The engine drive generator was for portable and the motor drive generator was for ``fixed or semi-permanent installations''. I ran the TBW for several years, including at FD, but it was noisy as hell, and kept blowing the clothes dryer circuit in the old house I was living in, so I had to get rid of it. The shipping cases it came in made into the operators console, when they were clipped together and set on 3 legs. It took 4 grunts to move either power supply, barely.

> My understanding was that the GO-9 was an 800Hz power supply version
> for use in blimps (or "lighter than air vehicles"). I'm less sure
> about the TBW. I think it was a 400Hz supply version for regular
> aircraft.

The TBW was used exclusively for portable station use, according to my manual. My understanding is that the GO and TBW were essentially the same electronically (except my foggy memory wants to say that the GO only went up to 9.1 mhz or thereabouts, as if it was missing one doubler stage --- maybe I am foggy --- it was in one of the early conversion handbooks [orange small one methinks]). The GO ran off the standard aircraft power system of 115vac 800 cycle (navy standard). It was covered quite well in a mimeographed Navy Training guide from 1941. I will see if I can lay hands on it and fill in some more blanks, on the side.

The GO was aircraft, the TBW ground, and the TDE ship/shore. The TDE was the most sturdy built of the bunch (GO and TBW pretty much similar, while the TDE had a big heavy frame). The TDE used standard 115/220/440 vac and 115/230 vdc shore/ship power, and had the power supply generators underneath in the bottom half of the frame.

> I traded all of it to K9TA last summer. I believe he still has it.
> 73 Terry O' WB9GVB

If he is listening, please bounce an answer my way.... ok? The email is awful dern quiet this morning.....(:+{{.....

Thanks.....

73/ZUT DE NA4G/Bob

rdkeys@csemail.cropsci.ncsu.edu..... (temporarily off the list).

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996

From: Gene Haymes <genie@cfw.com>

Subject: Tube tester manual

Message-ID: <31D08E14.4C7C@cfw.com>

I have a Lafayette tube tester 38-01131W without any of the charts. I would like to purchase a copy of the charts if anyboby has one. I am a new subscriber and am having fun reading about those old radios.

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996

From: d.buska@aaiate.com

Subject: Vacuum Capacitor Manufacturers

Message-ID: <96Jun26.082750cdt.15361@gateway.aaiate.com>

A week or so back someone was asking about who still manufactured vacuum variable capacitors.

In one of the latest Glass Audio magazines (3/96) in the Ask GA section it is indicate that the Russian tube companies Svetlana (who also make the nice ham amplifier tubes), Ryazan and Poljaron are producing them. It would be interesting to inquire with Svetlana Electron Device (Huntville AL) and see if they plan on importing these as well. Svetlana does have a web page at <http://www.svetlana.com>

If the American companies are pricing themselves out of the ham market for new vacuum variables, then perhaps our Russian friends will step in with aforable model.

73

Don N900

d.buska@aaiate.com

From boatanchors@theporch.com Wed Jun 26 12:45:30 1996

From: "Grant Youngman" <nq5t@gte.net>
Subject: W3HM Mods to 75A4
Message-ID: <199606260524.AAA16332@uro.theporch.com>

Gang ...

I know this is a contentious issue -- modifying a perfectly good 75A4. My interest in this query is not in the "to modify or not to modify" arguments since that's really a separate issue.

I'd like to know if anyone has any direct experience with the performance of the modifications applied to the RF and mixer stages by W3HM. I promise that if you tell me you have these modifications in your receiver I will not "out" you as a non-purist and defamer of the Collins faith :-)

Thanks .. Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net
<http://home1.gte.net/nq5t/index.htm> - Vintage Ham Radio

Beautiful downtown Double Oak, TX

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: Peter Heimbach <karl@tyrell.net>
Subject: WTB: Crystal for Hallicrafters HA-5 VFO
Message-ID: <Pine.SUN.3.91.960626134045.1012D-1000000@tyrell.net>

I am in need of a 12.5 MC CR-18/U crystal for the 40-10 meter output of the HA-5 VFO. Perhaps a fundamental of same in an HC-6 might also work.

Does anyone have one of these that they might part with? Please let me know the price.

Thanks... de Karl - KD5LR

From boatanchors@theporch.com Wed Jun 26 19:38:01 1996
From: Larry Keith <KQ4BY@ix.netcom.com>
Subject: [Fwd: Cunningham CX-350 Valve]
Message-ID: <31D1FA62.28E7@ix.netcom.com>

This is a multi-part message in MIME format.

-----E4E422C73B5

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

KR1S is getting desperate to clear his basement before he moves...

Anyone interested in this thing, contact Jim.. jkearman@aol.com..

73,

Larry, KQ4BY

-----E4E422C73B5

Content-Type: message/rfc822

Content-Transfer-Encoding: 7bit

Content-Disposition: inline

Path: ix.netcom.com!ix.netcom.com!news-res.gsl.net!news.gsl.net!nntp.coast.net!
oleane!jussieu.fr!math.ohio-state.edu!howland.reston.ans.net!news-e2a.gnn.com!
newstf01.news.aol.com!newsbf02.news.aol.com!not-for-mail

From: jkearman@aol.com (JKearman)

Newsgroups: rec.radio.swap

Subject: Cunningham CX-350 Valve